PRICES OF HOGS DECLINE

RECEIPTS SMALL, BUT COMPETITION WAS LESS ACTIVE.

Condition in Cattle Market Just the Contraray-Receipts Larger and Prices Higher-Sheep Dull.

Receipts and Shipments.

1 1000000000000000000000000000000000000			_	700		-	1000		-	-					-			
HOGS-Receipts		**				ė.		» «			. *		ile:		CP+			6.0
Shipments	2 - 2			10 X	AL IV		-		-		14	4	66		160		100	1,5
CATTLE-Receip	pts			77	**		**	*			*	* 1	190	.,	*			1,2
SHEEL Receipt	100			0.8	××	**	9:00	***	-	i eo		ľ	(0)	**	*3	*	*	
Snipments				**			Ϊ.											So
TIMESCAL COMMON																		

UNION STOCKYARDS, INDIANAPOLIS, Feb. 17.-The receipts of hogs to-day were not liberal, but the requirements of shippers being still below the average recently the market developed some weakness on account of the reduced competition. There was a very fair request for the best medium to heavy grades at the start and sold this week above \$156, and a very large percentage of the sales ranged from \$90 to \$135. tition. There was a very fair request for the quite a number of sales were reported at nearly steady prices compared with the way equal kinds | \$35 to \$75. sold yesterday. Finally, however, the market for this class, in sympathy with other grades, became weaker and some of the last sales were probably 5c lower. There is a continued limited request for light hogs, and from the start to finish they were more or less difficult to sell at unevenly lower prices. In a general way sales were probably not to exceed 5c lower than yesterday's average, but in a number of cases the ess destrable grades appeared to be about 10c ower. On the closing market local packers had very little opposition from other sources, consequently they were more independent than they might otherwise have been and some of the last prices offered were very unsatisfactory. It was not uncommon to hear of late sales of light hogs fully 16c lower than yesterday, and | wethers, \$164.60; fair to choice mixed, \$3.50 its L., D. & W. division and if this road the better grade at the close were probably at feast ac lower. Therefore the late market was the weakest of the day and the close was quiet, with a few loads unsold. Sales ranged from \$4.90

gs.40. Quot					
Good to che Mixed and	ice me	packi	to heavy	\$5.	25@5.50 00@5.35
jood to cho	tce lig	tht we	ights		05/00 5.15
Common to	fair	ight y	veights	4.	90@5.00
nferior to !	Dest p	gs	**********	4.	.00@4.75
Roughs and	stags	*****		4.	25/04.75
			ative Sales.		
No: Av.	Dk.	Pr.	No. A	v. Dk.	Pr.
63259	**	\$5.50	882		\$5.20
32242	80	5.45	521	65	5.15
16252	160	5.45	47	82 80	5.15
29 266	**	5.45	721	84 80	5.15
74277		5.45	47		5.15
60378	100	5.45	571	89 40	5.15
60 313	-	5.45	541	97 120	5.15

to \$5.50, and the bulk of the supply sold at \$5.05

200 ** ~** .162 .167 .161 ** .113 4,00 Cattle-There was a good increase in the receipts of cattle to-day over yesterday, but the

was not a great deal larger than exected at this time in the week on account of light runs for the past few days. Buyers were industrious in executing their orders than they might otherwise have been. The quality and condition of the consignments were rather attractive in many cases, and this also had a stimulating effect on the demand. Therefore the competition was reasonably strong and salesmen did not have a great deal of difficulty in finding an outlet for the best cattle at higher prices, so far as the bulk of the sales are concerned. There was some difference of opinion as to the extent of the advance, but in the steer line it was generally almitted that sales were about 10c higher than yesterday and represented a gain of nearly 2c on the best cattle since last Friday. The common to medium killers probably did not show quite so much strength, but they also were at least 10@15c higher than the close of last week. The demand for stockers and feeding cattle was fair, and sales, as a rule, were at about former prices. On account of the continued strong market for cows and helfers there has not been the eccasion for the same improvement in prices that there has been on steers, but the best selections were generally quoted 10@15c higher than the close of last week. There was a steady market for buils, and aside from the top price, calves sold the same as yesterday. Quotations:

ō.	-Steers	
	Good to choice steers, 1,350 lbs and upwards	4.75 4.65 4.50 4.25 4.00 4.25 3.75 3.25
	Good to choice heifers	3.50

Good to choice cows......\$3.50@ 4.1

Fair to media Canners and Good to choice Common to m	m cows cutters cows an edium cov	d calves	3.000 2.006 35.000 ves. 20.000	3.35 3.00 550.00
	-Bulls an	d Calves,-		
Prime to fane Good to choic Common to fa Fair to best Fair to good	e butcher ir bulls veal calve	bulls	3.00g	3.50 2.75 7.50
-Repr	resentative	Sales-St	eers	
No. 1 20	Av. Pr. 1480 \$5.25 1334 5.00	21	960	Pr. \$4.35 4.35
16	1338 5.00 1407 5.00	10	1086	4.25
7	1236 4.85 1381 4.65		1095	4.10

2 Feeders....1000 2 Feeders....1000 Leonard J. Unversaw et ux. to Arthur V. Brown, Lot 23, Annie Miller's sub, 1103 1162 3 Feeders.... 613 1086 5 Feeders 906 Sheriff of Marion county to Crawford 4.35 | 3 Feeders.... 560 -Helfers -Ann E. Brewer et al. to Carrie Orme, Av. Pr pt of the n w 14. Sec 17. To 14. R 4.... Lulu L. Stein to Laura R. Ackerman, Lot 39. Keystone Park add. Also, Lots 823 Hernan Barlow et al. 630 \$26 3.80 McCullough Braughton et ux. to H. M. Wing et ux., Lot 108, H. R. Allen's -Cows.-William F. Hubbartt et ux. to Everett H. Miller et ux., pt of Let 1, Martin-dale & Co.'s add..... 4.00 Everett H. Miller et ux. to William F. 1260 3.85 3.75 1 Cutters 1010 1 Cutter 780 956 .1150 John C. Vandivier et ux. to John A. .1165 Alfred Hoberg et ux. to James E. Mc-Cullough, pt of the n w 4. Sec 24, Tp 16, R 3. 1 Canner....

	15	3.40 3.40 3.40 3.40 3.30	1 Canner	2.25 2.25 2.25 2.25 2.25 2.00 1.00	7
	Coltrary of Colors of Colors	-Bu		27.40	1 *
3	No. AV. i Fcy Hfd 2000 1	Pr. \$4.25 3.75 3.75 3.75 2.65 3.50 3.50 3.50 3.40 3.35	No. Av. 1420 1 1470 1 1019 2 1015 1 950 1 1450 1 1270 1 1000 1 780 1 560 1 1070	Pr. \$3.30 3.25 3.25 3.25 3.25 3.15 3.10 3.00 2.50 2.65	N s s
			ves.—	2.00	
	No. Av.	Pr.	No. Av.	Pr.	
	143 2 140 3 155 1 130 2 165 1 110	7.50 7.50 7.50 7.50 7.50 7.60 7.60	1	\$7.00 6.75 6.50 6.50 6.50 6.50	

2722 27221717171717171717171717171717171
2,12
heep-The marketing of sheep and lambs con-
ues of exceedingly small volume, and for
week thus far not enough have arrived to
week that the domand from all have arrived to
courage the demand from all buyers or to
ablish the true condition of the market by
mal sales. There were barely enough here
day to accommodate local butchers. Conse-
ently there was very little competition from
side sources and the market was quiet. Un-
the circumstances salesmen were unable to
the circumstances salesmen were unable to
ce any advance in prices which might have
en done with a supply large enough to inter-
all buyers and sales in all cases were re-
rted steady compared with the way equal
ids have sold heretofore this week. A good
arance was made early, and no doubt a con-
anable larger much could have been a con-
erably larger supply could have been used.
e best lambs sold at \$6 and others at \$5.25@
only odd bunches of sheep were offered !
d sales ranged from \$2 to \$4. Quotatione:

Good so choice lambs. Common to medium lambs. Common to best yearlings...... Good to choice sheep. faller ein empelderen ubreine Culls and common sheep..... 2.25@2.50 ockers and recting sheep...... 2.60(23.6) sucks, per 100 lbs..... . 2.50@3.00

-Representative Sales .-

THE SYMPTOMS THE SAME. The Guide-And every night at 12 o'clock his ghost appears and greans and wrings his hands.

LARGE TONNAGE IN SIGHT

BEARISH VIEWS OF PRESIDENT THOMAS NOT WELL FOUNDED.

THE HORSE MARKET.

About 300 head of horses were offered in the

closing auction sale yesterday. Practically all

There was a ly a fair attendance of buyers,

and a number of the leading Eastern dealers

were absent. Therefore, the demand was not

up to the expectations, and the market was

again generally disappointing to the selling side.

The trade was extremely dull for the good,

\$25 lower than equal kinds sold a week ago.

Consequently owners could not afford to sell

many of this class and several remained unsold.

There was a fair demand for a medium class of horses from the Southern trade and for farm

work, and they were salable at about last

The trade thus far this season has been quite

disappointing, and there is now no hope for

any better conditions until there is an improve-

ment in affairs at Eastern and New England

Smaller and less destrable grades sold from

ELSEWHERE.

CHICAGO, Feb. 17 .- Cattle-Receipts, 18,-

000; market strong to 10c higher. Good to prime steers, \$5.05.75; poor to medium, \$3.50@

4.85; stockers and feeders, \$2.50@4.30; cows,

\$1.75@4.25; heifers, \$2@4.75; canners, \$1.75@ 2.50; bulls, \$2.25@4.10; calves, \$3.50@7.25.

Hogs-Receipts, to-day, 35,000; to-morrow,

35,000; market mostly 5c lower. Mixed and

butchers, \$5@5.30; good to choice heavy, \$5.20

Sheep-Receipts, 25,000; market steady;

@4.25; Western sheep, \$3@5.50; native lambs,

KANSAS CITY, Feb. 17.-Cattle-Receipts,

8,000, including 800 Southerns. The market was

steady to 10c higher. Export and dressed beef

steers 10c higher at \$4.60@5.35; fair to good strong at \$4@4.50; Western fed steers steady at

\$3.40@4.25; stockers and feeders, \$3@4.25; Southern steers 10c higher at \$3.50@4.45; Southern

cows 10c higher at \$2.40@3.40; native cows strong

at \$1.75@3.60; native heifers strong at \$3@3.90; bulls strong at \$2.65@4.15; calves strong at \$3@

Hogs-Receipts, 12,000. The market was steady

Sheep—Receipts, 3,900. The market was 5@ loc igher. Native lambs, \$5@5.75; Western lambs,

565.70; fed ewes, \$3.6564.15; Western fed year-

Steers firm to 10c higher; bulls and cows steady

to 10c higher; native steers, \$4.40@5.20; oxen, \$3@

Calves-Receipts, 494. The market was steady

Veals, \$4.50@9; tops, \$9.25@9.50; little calves, \$3.50

Sheep and Lambs-Receipts, 1,421. Sheep

Hogs-Receipts, 6,842. The market was firm.

ST. LOUIS, Feb. 17.-Cattle-Receipts, 4,000

including 2,400 Texans. The market was active,

strong and higher. Native shipping and export

stockers and feeders. \$2.15@3.75; cows and heifers,

\$2.25@4; canners, \$2@2.50; bulls, \$2.50@3.50; calves, \$3.50@6.50; Texas and Indian steers, \$2.80@4.25;

Hogs-Receipts, 9,000. The market was 5@10c

Sheep-Receipts, 5,200. The market was steady

OMAHA, Feb. 17 .- Cattle-Receipts, 5,000, Mar-

ket steady to 10c higher. Native steers, \$2,25@

.10; rows and heifers, \$2.60@3.65; stockers and

Hogs-Receipts, 19,000. Market steady. Heavy,

PITTSBURG, Feb. 17.-Hogs-Receipts, 1,500,

Heavy sold at \$5.50@5.55; mediums, \$5.40@5.50;

best heavy Yorkers, \$5.40@5.45; light Yorkers,

Sheep and Lambs-Receipts, 500. Sheep sold

LOUISVILLE, Feb. 17.-Hogs-Choice packing

and butcher, 200 to 300 lbs. \$5.35; me lium pack-

ers, 160 to 200 lbs, \$5.35; choice light shipping, 120 to 160 lbs, \$5.05; choice pigs, 100 to 120 lbs, \$4.40@4.70; good pigs, 80 to 100 lbs, \$4.40@4.70;

BUFFALO, Feb. 17.-Hogs-Receipts, 7,000.

CINCINNATI, Feb. 17 .- Hogs steady at \$3.75@

Cattle stronger at \$2.25@4.60. Sheep steady at \$2.75@4.50. Lambs steady at \$4.75@6.50.

SALES OF REAL ESTATE.

Eighteen Transfers Made a Matter of

Record Yesterday.

Instruments filed for record in the recorder's

office of Marion county, Indiana, for the twenty-

four hours ending at 5 p. m. Feb. 17, 1904;

Robert H. Gustin et ux. to Charles J. Kiefer, Lots 2 and 3, Leukhardt's sub, A. E. Fletcher's sub, Fletcher's Oak Hill sub Charles Miche et ux. to Percy E. John-

son, Lot 272, McCarty's 8th West Side

Sheriff of Marion county to the Indian-

apolis Street-railway Company, Lot 9, Brown's Bedford-av. add......

Christina Kolling to William Kolling, pt

Goodlet & Spafford's Haughville add ...

Fairbanks, Lot 9, William Braden's

15 and 16, C. A. Owens's North In-

Barlow et ux., Lot 102, Bradley et al.'s

et al., Lot 16, Johnson's 1st West In-

Burch et ux., Lot 30, Julian et al.'s

The German-American Building Associa-

tion to Joseph J. Schmid, pt of Lots 62 and 63. Elizabeth Talbott's revised

larbara Steffen et al. to Martha L. Bru-

treet, near Sherman avenue, \$400.

ner. Lot 26, Bybee & Pratt's 1st West Side add

Transfers, 18; total consideration.....\$27,027.66

Building Permits.

D. V. Joss, addition and repairs, 725 North

A. L. Weaver, frame addition, Twenty-second

Katherine Rauch, remodeling, 1217 Windsor

Southeast or Spring Garden add ..

to William H

2,000,00

Yandes's sub, Carson farm

sub. Brett et al.'s add ..

East Washington-st. add

2d North Indianapolis add

dianapolis add

dianapolis sub

street, \$285.

6.50 6.00 5.50

Heavy sold at \$5.50%5.55; Yorkers, \$5.25%5.40;

Sheep and Lambs-The market was higher.

\$5.06@5.15; light, \$4.85@5.15; pigs, \$4@4.75. Sheep-Receipts, 3,000. Market steady

strenger. Sheep, \$2.50@5.19; lambs, \$4.50@5.90.

to strong. Native muttons, \$3.75@4.75; lambs. \$4.45

@6; culls and bucks, \$2.25@4.25; stockers, \$2@3.

lower. Pigs and lights, \$4.70@5.15; packers, \$4.90 @5.25; butchers and best heavy, \$5.15@5.35.

State hogs, \$5.60; good Western pigs, \$5.40.

for veals and barnyard calves were nominal

Cables steady. Exports to-day, 814 cattle

Westerns, \$3; dressed calves slow; city

veals, 81/20131/2c per lb; country dressed,

lambs slow. Sheep, \$4@4.75; culls, \$3

\$4.15@5.25; dressed beef and butcher \$4@5.20; steers under 1,000 lbs, \$3.50@5;

ings, \$4.75@5.15; stockers and feeders, \$2.50@4.

to 10c lower and closed firm. Top, \$5.17½; bulk of sales, \$4.85@5.10; heavy, \$5.10@5.17½; packers,

5.10; bulk of sales, \$4.95@5.20.

\$4@6; Western lambs, \$4.75@6.10.

\$4.95@5.05; pigs and lights, \$4.75@4.90.

@11%c; choice, 12c.

\$5.50@6.85; culls, \$5.

cows and heifers, \$2.15@3.10.

feeders, \$2.75@4; calves, \$3@5.50.

\$5.15@5.25; pigs, \$4.80@4.85.

from \$4.75 down; lambs, \$6.50 down.

roughs, 150 to 500 lbs, \$4.40@4.70.

Cattle-The market was steady.

kinds were represented, and the quality and

to the average at this time in the year.

condition of the offerings was considered equal | Pere Marquette Will Not Make Entangling Alliances-One Way to Make Railway Employes Loyal.

A local traffic official who travels over the country extensively, in speaking of the big horses, and in many cases bids were around gloomy view that E. B. Thomas, president of the Lehigh Valley, takes of the traffic business for the railroads, says that Mr. Thomas could not have been very well informed, as a trip over the country would show that at every division point of importance there are thousands of carloads of freight held for lack of power to move it, and much of this freight had accumulated during the past winter, some cars having been held on sidetracks two months or more, and meantime the Western country is full of corn and other cereals. In fact, when present congested conditions are relived there will be large tonnage to be shipped as quickly as cars can be furnished. The scarcity of cars is now about as pronounced as at any time dur-ing the car famine of 1903. He illustrated this by reference to the Cincinnati, Hamilton & Dayton, which now has at Toledo 700 carloads of freight to go East, and of this freight there were sixty carloads of @5.40; rough heavy, \$4.90@5.20; light, \$4.60@ cotton which should have been on the market some time last month. The C., H. lambs and sheep steady. Good to choice & D. received this grain and cotton from is troubled to get rid of its freight promptly, what could be expected of one of the trunk lines, where at every important didision point their sidetracks are full of loaded cars yet to be forwarded. As soon as any of this moves out freight shipped at | noon, Feb. 18. a later date is run to the sidetracks to be held to take its turn in the loaded car movement. Strange as it may seem, the Pennsylvania lines, which were last year more blockaded than any of their competitors, are this year freer from freight congestion than they were last year at this time, but the Pennsylvania lines still have thousands of loaded cars standing on the sidetracks yet to be forwarded and the same is true of the Lake Shore. The Big Four and the Lake Erie & Western also find it difficult to prevent congestion, but as West-bound business is now improving NEW YORK, Feb. 17.—Beeves—Receipts, 2,660.

it will somewhat relieve the situation.

Pere Marquette. The report that the Pere Marquette had perfected arrangements to use the New York Central to reach New York city and other New England points, which has been current in the Buffalo papers, seems to have been without foundation. It is learned solid trains from Chicago to New York is something that has not yet been taken up, and cannot be undertaken for at least another year. Consequently, the Pere Marquette will continue an absolutely free line, and be able to enter the most advantageous alliances it can make with eastbound lines traversing New York State and Pennsylvania and the handling of its through passenger business between the New York Central, the Lehigh Valley and the Lackawanna. In the course of a year or so the Pere Marquette expects to have the shortest line between Chicago and and place them at stations along the line Buffalo by at least seven miles. As recently stated, this is to be begun by building a cut-off in Michigan. The new construction will begin at Paw Paw and extend to Kalamazoo, but the route beyond that point is at present a closely guarded

Will Let Them Fight It Out. It seems that the Western railroads have reached the decision that the Chicago Great Western and the Chicago Northwestern shall have a monopoly for the time being on cutting rates on grain. At the meeting of traffic official of Western roads on Monday it was agreed to let these two systems fight out the grain-rate question independently of what may be done in the future, A prominent traffic official of the Great Western states that the Northwestern can gracefully discontinue its policy and take action, which will promptly retore rates to a normal basis. One thing is certain, there is no profit for the railroads | in making trips over the main line, has a in the present rates on grain from the uniformed engineer in charge of his special Missouri river, and competing lines of the two first-named roads have positively declined to make any further reduction.

Colonel Gray's Successor. H. C. Shepard, for some years agent of the

Star Union fast freight line, at St. Paul, has been selected as general Western and division freight agent of the Pennsylvania line at Indianapolis, succeeding Col. S. F. Gray, retired on a pension Jan. 1. M. S. Connelly, division freight agent at Louisville, decided to remain in his present position. Mr. Shepard has been in the service of the Star Union line a number of years and is considered a very capable freight official, well informed as to rates, per centages, etc. He will take control at this point March 1. The position has of late years become an important one, four of the Pennsylvania lines converging at Indianapolis, and the business of each division has about doubled in volume in the last five years.

Personal, Local and General Notes. J. T. Clark has been appointed district

passenger agent of the Rock Island, being | winter month's service. promoted from a traveling agent. W. A. Van Frank, roadmaster of the Z. & Island as division engineer of the Missouri

division. J. F. Stroufe has been appointed engineer of maintenance of way of the Chi- of coils is arranged so that a constant flow cago, Cincinnati & Louisville, vice H. of colls is arranged so that a constant now BUSINESS CHANCE-Three shares of Wood-Kuehns, resigned.

that it has taken a number of shop men and put them to firing, awaiting applicants to supply the demand.

of the building. By this means the entire shop is heated with warm pure air and the temperature regulated as desired. Edward Wilding has gone to Lima, where

its organization, over fourteen years ago, not a word of truth in this report. We has resigned, to take effect March 1. H. B. Dunham, general freight agent of the Hocking Valley road, passed through the city yesterday on his way to Colorado Springs, where he will spend two months recuperating.

W. J. Lawrence, for a number of years a exceeding \$800,000, which is covered by indivision superintendent on the Rock Island. and one of the best-known railroad men in the West, has been appointed fuel agent for the entire Rock Island system.

It is stated that R. D. Jones will on

the Central Railroad of Georgia. assume the position of general agent for furnish at the start, and a considerable right to reject or accept any or all pro-the Pere Marquette at Milwaukee, was part of the six office floors probably will be posals or any part thereof. Preference given presented with a handsome leather chair by leased to outsiders. The equipment for the of which he has had charge for several able it to handle the business for some vears.

Transportation clubs are becoming the order of the day among raffroad men of the country. The latest one contemplaced is by the railroad men of St. Paul and Minneapolis. The movement in that direction at Indianapolis has seemingly been dropped

L. G. Lewis has been made general passenger agent of the Detroit and Cleveland Navigation Company. Mr. Lewis was ticket agent at Detroit for a number of years, later assistant general passenger agent, and upon promotion of Mr. A. A. Schantz to general superintendent and passenger traffic manager received deserved recogni-

The directors of three Reading companies yesterday took formal action upon the retirement of W. A. Church, treasurer of the old Tuesday and retires March 1 under the the service of the Reading Company fiftyseven years ago.

The stockholders of the Cincinnati, Leb-Pittsburg, Ralph Peters, of Columbus, Perrin Langdon, of Cincinnati, and Judge W. L. Dechant, of Middletown. The Wabash has had so much coal stolen

VITAL STATISTICS-FEB. 17.

Alvin and Elizabeth Walle, 734 Sheffield ave Frank and Julia Pitman, 526 Germania ave-George and Dollie Goodall, 1204 Sheffield ave-Thomas and Augusta Sullivan, 1424 West Ohio street, girl. Daniel and Christiana Wolf, 2522 West Michigan street, girl. Mr. and Mrs. James Medkeff, 1520 Hoyt avenue,

Births.

William and Lutie Tobias, 2213 Martindale ave-Martin S. and Mary Morris, 922 Hamilton ave-James and Mary Allison, 917 Biddle street, boy George W. and Carrie Matson, 2230 Columbia

Marriage Licenses.

Morris Golden and Nellie Barrett. Gary Barlow and Della Hittle. George A. Green and Harriet Grant. William Lancer and Mary Keeler. Lambert Turk and Katharine Griffin.

Ralph G. Lee, 1111 Roach street, four years, Anna Swoboda, 1532 Yandes street, sixty-five street, fifty-five years, diabetes. years, heart disease venue, twenty-two years, encephalitis. iue, five years, heart failure

Elizabeth C. Bohm, 105 Kansas street, twentyix years, pulmonary tuberculosis. Timothy Clyde Brisben, West Eighteenth street, kiverside, three months, meningitis. Infant Thorp, 754 Belmont street, three months, Hubert Bebb, rear 511 Drover street, one year,

KRUEGER-Jane Krueger, wife of Henry Krueger, at Old Point Comfort, Va., Feb. 15, aged seventy-seven years. Burial at Crown Hill, VONDERSAAR-Wendel Vondersaar, aged fiftynine years, died Tuesday, Feb. 16, at 7:30 m. Funeral from residence, 1702 North New Jersey street, Friday, Feb. 19, at 2:30 p. m.

MONUMENTS-A. DIENER, 449 E. Washington. Tel. 2525. Branch works E. entrance Crown Hill.

FUNERAL DIRECTOR-C. E. KREGELO, 221-223 N. Delaware st. Both 'Phones 250. New 1164. ADAMS & KRIEGER. Main 1154. Funeral directors, 159 N. Ill. Lady attendant. FLANNER & BUCHANAN-320 N. III. St. Both 'Phones 641. Lady attends all calls for ladies and children. Automobile wagon insures prompt-

Undertakers, 129 W. Market st. Tel. 218. JOHNSON, HASSLER & GEORGE, 357 Massachusetts av. New 'Phone 963. Old, Main 1439. FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 411.

SOCIETY MEETINGS.



and he will select fourteen special detectives

ored by the men who had been associated was presented with a handsome solid gold Knight Templar ring, all the men about the station contributing to its purchase, It is stated that the Central Railroad of New Jersey has paid \$45,000 to Wilson Frederick, an employe of the United States Express Company, who was scalded and permanently injured in a wreck on that road. Frederick was traveling on an employe's pass, which stipulated that the holder re-leased the railroad from liability damages, but the railroad company decided not | dan, N. D., or 131 Lasalle st., Chicago.

to contest the question of liability in court. The Pennsylvania will introduce an innovation in the near future by requiring the engineers to equip themselves with uniforms. General Manager W. W. Atterbury, train. This costume is a mixture of white and blue, with dark blue trimmings, military collar and a stripe down the trousers leg. The ends of the collar are adorned by the keystone, emblematic of the Penn-

Recent promotion of firemen to freight engineers has resulted in advances all along the line of Pennsylvania firemen. Those who had preferred freight runs were promoted to passenger runs and their places were filled by men from less important runs. In these changes the engineers and firemen were consulted in order that assignments which would be the most pleasing to them could be made, and as a result there is a general feeling of good nature and satisfaction among the men. Pay rolls for January are unusually large for a winter month, being several thousand dollars greater than for December. The greatest gain over the preceding month is in the shop and transportation department. It is stated that some men in the shops will draw more than \$125 for January service, which is an unusual thing in a winter month. The train crews have been kept very busy and the pay rolls of the op-

smaller warehouse property, the whole not

surance.'

Joseph Ramsey, jr., president of the Wa-bash and its allied lines, has been in Pitts-March 1 become contracting freight agent lines to Pittsburg, Mr. Ramsey said that of the Missouri Pacific in Cincinnati terrilines to Pittsburg, Mr. Ramsey said that | cago, Ill., January 30, 1904. Sealed proposals, in tory, succeeding L. L. Shields, who on principal traffic positions are, however, althat date will take a similar position with ready filled. The new station at Pittsburg, A. E. Snuggs, who left on Tuesday to | more tenants than the railroad itself will the employes in the Detroit freight office. | new line, which is sufficiently large to ening & Lake Erie ordered some time ago. companies. Mr. Church was seventy years to any such extreme in any railroad service there is a tendency in railroad operation provisions of the pension plan. He entered to sink the individual in the mass, and I anon & Northern Railroad, a Pennsylvania | ductors would be carried free on any train Company's property, re-elected these directors yesterday: Joseph Wood, James McCrea, J. J. Turner, Edward B. Taylor, of of an annual with his name thereon."

Visitor-He must have died from eating depredation. J. B. Sallitt has been appropriate a candidate for United pointed a special detective of the company, States senator

JOURNAL BUSINESS DIRECTORY.

BERTERMANN BROS. New No. 241 Mass. av., 228 N. Del. st. Tel. 840 SALE AND LIVERY STABLES-HORACE WOOD. (Carriages, Traps, Buck-poards, etc.) 25 Circle. Tel. 1997. boards, etc.)

FINANCIAL.

FINANCIAL-Insure with FRANK SAWYER. LOANS-Money on mortgages, C. F. SAYLES & CO., 127 East Market street. FINANCIAL-5 per cent. money on Indianapolis city property, or on city property in any county scat town, or on farm property anywhere in In-diana; we use our own funds; no delay; partial payments. Call or address C. N. WILLIAMS & CO., 10 E. Market st.

NOTICE.

NOTICE-H. F. KESTER, 610 Virginia av., sanitary plumbing; special attention to repair work. Old 'phone, Main 445; new, 9165. NOTICE—Have the leaks in the tin and slate work of your house repaired by JOSEPH GARDNER, 39 Kentucky av. Telephone 322. NOTICE-Joseph Gardner, 29 Kentucky avenue, repairs furnaces, tin and slate roofs and puts galvanized iron tops on flues. Telephones 322.

All advertisements inserted in these columns

Blank or dash lines at the same price per

Telephone 238 and your ad. will be called

are charged at the very low rate of 5 cents a

WANTED-MALE HELP.

WANTED-For U. S. army, able bodied, unmar-ried men, between ages of 21 and 35, citizens of United States, of good character and temperate habits, who can speak, read and write English. For information apply to Recruiting Officer, 25 North Illinois st., Indianapolis, Ind. WANTED-If you are in need of a position or desire to employ male or female help advertise in the Journal. If you are a subscriber to the Journal and do not find it convenient to call at the office you may telephone your advertisement and it will be charged to your account. 5 cents for each seven words or any part thereof. WANTED-Boys to work on Sunday Journal

routes. Two cents' profit on every paper sold. Regular customers are easily obtained since the two-colored supplements have been added. One four-page comic and one four-page home supplement-twice as many pages in color as any other Indianapolis paper furnishes. 36 to 40 pages every Sunday Papers can be bought at the office or from any of the following substations: Bassett, 904 Massachusetts av.

Scott, 16th and Illinois sts. Coval, 1612 E. Wasnington. Vail, 1044 Virginia av. Neff, 1339 Shelby. Neer 910 S Meridian Walcott. New York and Bright. C. K. Stewart, 2233 E. 10th. Money will be refunded for unsold papers re-

Hoshour, 22d and College a".

WANTED-FEMALE HELP.

WANTED-Girl for general housework. White preferred. Call 70 Bradley street.

WANTED-AGENTS.

WANTED-General agent for Indiana, office Indianapolis, to sell patent device on com nisson; give references. Address J. E. MASON, box 410, Pittsburg, Pa.

WANTED-REAL ESTATE.

REAL ESTATE WANTED-We have buyers for several small farms, 5 to 10 acres, near traction lines. J. F. M'CORMICK & CO., 1017 Law

Bldg. New 'phone 1334. WANTED-MISCELLANEOUS.

WANTED-Highest market price paid for ear corn at the UNION JTOCKYARDS. FOR SALE-REAL ESTATE.

REAL ESTATE-Real estate and stocks bought and sold; leans made at lowest rates. JOHN

FOR SALE-FARMS.

WOCHER & BRO., 23 N. Penn. st.

Pennsylvania, was on Tuesday signally hon- REAL ESTATE-For sale, choice farm, 100 acres, between city and army post on pro with him for many years at the federal posed Boulevard. Good buildings, orchard to Pittsburg. As a token of friendship he \$1,000 for one worth \$2,000, cash difference. List your rentals with us. J. F. M'CORMICK & CO., 1917 Law Bldg. New 'phone 1334. FOR SALE-REAL ESTATE-

To own a good North Dakota farm for \$3.50 per acre; easy payments; free 160-acre homestead adjoining; very productive soil, excellent water, best grasses, free coal, healthlest climate; look where you will, then come and see us and we

FOR SALE-MISCELLANEOUS.

FOR SALE-Large fire and burglar proof safe FOR SALE-NEW PHILIPPINE SILVER COINS: Beautiful for Ornamental Noveltie Souvenirs or Pocket pieces; sent by registered mail in exchange for American or full set for \$2. LOUIS M'CUTCHON, P. O. Box 260, Ma-

TYPEWRITERS—35 VARIETIES

Don't overlook this opportunity. We have carload of second-hand typewriters for sale rent. All standard makes for \$15 and upward. FOR SALE-

Every Sunday for one year costs but \$1.95 per month. The Journal want page is profitable to the advertiser and reader.

A CARD LIKE THIS

FOR RENT-OFFICE ROOM. FOR RENT-Fine desk room; use of 'phones reasonable, 632 Newton Claypool Building.

STORAGE.

STORAGE-PACKING, HAULING, HOGAN TRANSFER AND STORAGE CO. wrecking shop at Fort Wayne, which has STORAGE-The Union Transfer and Storage W., has resigned and goes to the Rock just been completed, is said to be one of Company, corner East Ohio st. and Union the most perfect of this character in the tracks; only first-class storage solicited. Crating

BUSINESS CHANCE.

Weaver Printing Company's preferred stock for sale. Address W. E. DIETZ, 237 East Maryland st. BUSINESS CHANCE-If you want to buy, sell or trade your business, no matter where located, list it with THE BUSINESS EX-

quiring my attention. I offer my one-third inof the Lake Erie & Western.

A. Daller, who has been chief clerk of the Indiana Car Service Association since of the road would be removed, in the Smelser Engine Company (manufacturing gasoline engines) for sale cheap to quick the Indiana Car Service Association since of the road would be removed, in the Smelser Engine Company (manufacturing gasoline engines) for sale cheap to quick the Indiana Car Service Association since of the road would be removed, in the Smelser Engine Company (manufacturing gasoline engines) for sale cheap to quick the Indiana Car Service Association since of the road would be removed, in the Smelser Engine Company (manufacturing gasoline engines) for sale cheap to quick the Indiana Car Service Association since of the road would be removed. PATENT ATTORNEY.

engineer, patent attorney. In above capacity I do not claim exceptional facilities, except those

guaranteed by thorough knowledge of patent

practice, technical training, honesty and care, beyond which no special advantages exist. 49

and 50 Ingalls bldg.

SEALED PROPOSALS. SUPPLIES-Chief Quartermaster's Office, Chitriplicate, will be received at this office until 12 o'clock noon, Friday, February, 19, 1904, for delivery, at either Chicago, Boston, Philadel-phia or San Francisco depot, of metallic cap ornaments, conforming to the established standards and specifications. Government reserves

Cap Ornaments," and addressed to LIEUT. COL. W. H. MILLER, Chief Quartermaster. LEGAL ADVERTISEMENTS.

to articles of domestic production or manufac-

ture, conditions of quality and price (including in the price of foreign productions and man-

ufactures the duty thereon) being equal. Par-

ticulars and blanks for proposals will be fur-

nished upon application. Envelopes containing

proposals to be indorsed "Proposals for Metallic

Notice of Special Meeting of County Conneil. Notice is hereby given that there will be a special meeting of the Marion County Council at the usual place of meeting, in the courthouse, in the city of Indianapolis, on Thursday, Feb. 25, 1904, at 10 o'clock a. m. CYRUS J. CLARK, Auditor Marion County. Indianapolis, Feb. 17, 1904.

NOTICE OF FIRST MEETING OF CREDITORS.

In the District Court of the United States for the district of Indiana. In the matter of Louis Traugott, bankrupt. No. 1689. In bankruptcy.

Indiana, a bankrupt: Notice is hereby given that on the 16th day of February, A. D. 1994, the said Louis Traugott was duly adjudicated bankrupt, and that the first meeting of his creditors will be held at Room 507 Indiana Trust building, No. 117 East Washington street, in the city of Indianapolis, Marion county, Indiana, on the 29th day of February, A. D. 1904, at 9 o'clock in the forenoon, at which time the said creditors may attend, The Wabash has had so much coal stolen from its cars en route this winter that it has decided to protect itself from further depredation. J. B. Sallitt has been ap-Indianapolis, Ind., Feb. 17, 1904.



DEAN BROS. STEAM PUMP WORKS. INDIANAPOLIS. INDIANA.

VACUUM PUMPS. JET AND SURFACE CONDENSERS. PUMPING MACHINERY

FOR ALL PURPOSES.

SAWS AND MILL SUPPLIES.

FINEST ON EARTH Hand, Crosscut, Butcher, Kitchen and Mill Saws

SOLD EVERYWHERE



Copy of Statement of the Condition OF THE

Michigan Mutual Life Insurance Co.

On the 31st day of December, 1903

It is located at 150 Jefferson avenue, Detroit, Mich.

A. F. MOORE, Secretary. The amount of its capital is.....\$250,000 The amount of its capital paid up is., 250,000

O. R. LOOKER, President.

The Assets of the Company are as follows:

Cash on hand and in the hands of agents or other persons...... \$205,559.09 Real estate, unincumbered, cash Bonds, cash value...... 28,750.00 Loans on collateral..... Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance..... 6,634,307.1 Debts otherwise secured...... 816,709.15 Debts for premiums..... 139,747.2 All other securities................. 135,938.00

Total assets......\$8,255,078.0 LIABILITIES.

Present value of claims under installment policies...... \$12,290.6 Losses unofficially reported...... All other claims against the com-Amount necessary to reinsure outstanding risks...... 7,868,104.05 Total liabilities......\$7,900,998.20 The greatest amount in any one

State of Indiana, Office of Auditor of State I, the undersigned, auditor of state of the State of Indiana, hereby certify that the Machines rented at \$3 per month and kept in above is a correct copy of the statement of repair. THE W. B. MORRISON CO., 46 North the condition of the above-mentioned company on the 31st day of December, 1903, as shown by the original statement, and that the said original statement is now on file in

this office. In testimony whereof, I hereunto subscribe my name and affix my offi-[SEAL.] cial seal this 16th day of Febru-

D. E. SHERRICK, Auditor of State.

Copy of Statement of the Condition OF THE

Fireman's Fund Insurance Co.

It is located at No. 401 California street,

On the 31st day of December, 1903

San Francisco, Cal. WILLIAM J. DUTTON, President.

The amount of its capital is......\$1,000,000 The amount of its capital paid up 18 1,000,000

LOUIS WEINMANN, Secretary

The Assets of the Company are as follows: Cash on hand and in hands of agents or other persons...... \$311,385.35 Bonds and stocks owned by the company 3,386,887.71 Loans on bonds and mortgages of real estate, worth double the amounts for which the same is All other securities...... 15,145.72

Total assets......\$5,613,429.95 LIABILITIES.

Losses adjusted and not due...... \$56,644.36 Losses unadjusted..... Losses in suspense, waiting for further proof..... All other claims against the company Amount necessary to reinsure outstanding risks...... 2,336,242.11 Total Habilities.....\$2,662,610.89 The greatest amount in any one risk \$125,000.00

State of Indiana, Office of Auditor of State. I, the undersigned, auditor of state of the above is a correct copy of the statement of after on the half-hour mark until 6:30 p. m. To the creditors of Louis Traugott, of Indianapolis, in the county of Marion and State of the condition of the above-mentioned com- 8:30 car runs to Martinsville and the next and pany on the 31st day of December, 1963, as last car leaves at 11:20 p. m., running to Marshown by the original statement, and that | Leaving Martinsville for Indianapolis and inthe said original statement is now on file in termediate stations first car at 5:30 a. m. and every hour thereafter, on the thirty-minute mark, until 6:30 p. m. The 7:30 p. m. car runs this office.

scribe my name and affix my offi- running to Indianapolis. [SEAL] cial seal this 11th day of Febru- Martinsville at 5:20 a. m. ary, 1904.

SEALS, STENCILS AND STAMPS. GEO. J. MAYER, SEALS TON STENCILS. STAMPS. BADGES, CHECKS &C. TEL. 1380. 15 EMERIDIAN SE GROUND PLOOR.

R MILBOAD TIME CARD.

BIG FOUR ROUTE City Ticket Office, Passenger Trains Leave Indianapolis Union Station

as follows: EAST BOUND-For Dieveland. Buffalo...... 5*4.40 a m: *8.00 a m: New York and Boston 2.55 p m & *6.25 p m. Cleveland and Way Stations 11.00 a m. Union City and Way Stations ... *4.45 p.m. Muncie and Fort Wayne 7.00 s m & 6.25 p m 8 00 a m Senton Harbor and Way Sta ... 7 00 a m & 11.30 a m. Elkhart and Way Stations*4 45 p m. (*3.45 a m; *4.30 a m; Greensburg and Cinetnanti. Louisville and North Vernon ... *8 45 a m & 2.55 p m. Cincinnati and way 7.45 s m & 4.00 p m. Lynn and Way Stations 6.15 p m.

WEST BOUND-For St Louis and Way Stations Terre Haute, Mattoon and Way, 500 pm. Lafayette, Kankakee and Chi- ; *11.50 a m; *2.80 p m Kankakee and way Stations 7.00 a m. Lafayette and Way Stations 5 15 p m. Colfax, Logansport and S. Bend. 7.00 a m & 5.15 pm. omington and Peoria*11 50 am & *11.55 pm.

Peorla and Way Stations 7.25 a m. Champaign and Way Stations ... 4 10 p in. *Indicates Daily CITY TICKET OFFICE,

8 North Illinois St. Claypool Hotel.

Leave Indianapolis. *4.00 a m *8.05 a m 10 40 a m 8 00 p m *5.00 p m *7.02 p m Cincinnati Express *4.00 am 10.40 am *5.00 p m %4.00 am 10.40 am Toledo and Detroit - 07 02 p m Decatur and Springfield 8.00 am *11.10 pm Tuscola Accommodation 8.30 pm

City Ticket Office, 8 N. Illinois St., Claypool Hotel. Leave Indianapolis, Chicago Express Trains, via *7.00 8 In 811.50 a m 3.85 pm *12.55 a m favette and Chicago il 50 a m

Michigan City 3 35 p m

Monon (Ind.) Accommodation. *4.00 p m

. Daily. s Sunday only. Toledo, Chicago & Mich. Ex.... 7:15 a.m. *10:25 a.m. Toledo, Detroit & Chicago Ltd. *12:20 p.m. 3:25 p.m. Mich. City, Muncie & Laf. Spl. 7:20 p.m. 10:25 p.m.

* Dally. P. M. time is in BLACK figures. Indianapolis Union Station.

Trains Run by Central Time. TICKET OFFICES at Station and at corner Himois and Washington Streets. Daily, except Sunday. & Sundays only. FROM INDIANAPOLIS TO LEAVE ARRIVE Baltimore and Washington Ind. and Louisville.. Piqua and Columbus, O *7.80 *11.59 Vincennes Express. Columbus, Ind. & Madison Dayton and Xenia.

Dayton and Xenia.

Pittsburg and East, Phil., New York. 8.10 •12.10

Pittsburg and Chleago. 11.83 •3.40 .*3.05 *12.10 .*3.05 *12.10 Baltimore and Washington.... Dayton and Springfield...... Vincennes Accommodation. Louisville and Madison Spencer and Bedford ace Pittsburg and East.....

Columbus, Pittsburg and East Phil. and New York, "The Limited' Dayton and Xenia..... Logansport and Chicago . VANDALIA LINE. "The St. Louis Limited" Terre Haute, St. Louis and West.....*7.25 Terre Haute, St. Louis and West....*12.15

INDIANA UNION TRACTION COMPANY. Tipton-Kokome Div. Leaving Indianapolis. Leaving Indianapolis *4:45 a. m. | 1:30 p. m. 5:30 a. m. | 2:45 p. m. *6:45 a. m. | 3:30 p. m. *8:45 a. m. | 4:45 p. m. 9:30 a. m. | 5:30 p. m. 9:30 a. m. | 6:45 p. m. 11:20 a. m. | 7:30 p. m. *12:45 p. m. | 9:80 p. m. 4:15 a. m. | 1:15 p. m. 5:15 a. m. 2:00 p. m. 6:15 a. m. 2:15 p. m. 6:15 a. m. 7:15 a. m. 3:15 p. m. *8:00 a. m. | 4:15 p. m. 8:15 a. m. 5:00 p. m. 9:15 a. m. 5:15 p. m.

10:15 a. m. 6:15 p. m. *11:00 a. m. 7:15 p. m. 8:15 p. m. 11:00 p. m. 9:15 p. m. 11:15 a. m. 12:15 p. m. | 11:30 p. m. | *Limited trains. INDIANAPOLIS & NORTHWESTERN

TRACTION COMPANY.

General Offices, Lebanon, Ind. Indianapolis waiting rooms, ticket office and express office, 119 West Maryland street, Union block, Room 6. First through car for Lafayette leaves Indianapolis at 4 a. m. and arrives at Lebanon at 5:10 a. m., Frankfort 5:30 a. m. and Lafayette 6:35 a, m. Second through car leaves Indianapolis at 6 a. m., arrives at Lebanon at 7.21 a. m., Frankfort at 8:14 a. m. and Lafayette at 9:17 a. m. and every hour thereafter until 9 p. m. Last car for Lebanon leaves Indianapolis at 11:30 First through car from Lafayette leaves Lafayette at 6:25 a. m., arrives at Frankfort at 7:32 a. m., Lebanon at 8:15 a. m. and Indian-apolis at 9:45 a. m. and every hour thereafter until 9:25 p. m. Last car from Lafayette to Lebanon leaves Lafayette at 11:25 p. m. and arrives at Lebanon at 1:15 p. m. Express Department — Consignments received until 10 o'clock a. m. for delivery the same day



2.30 PK

3.30 "

4.30 "

5.30 "

6.30 "

7.80 "

5.30 AM

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5.00 AM

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8.00 "

10.00 **

2.00 PM

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11.00 " 8.00 " 11.30 " 8.30 " 12.00 mm 9 00 " 9.30 " 12.30 FM 1.00 PM 10.80 " *11.00 " 1.30 "

WAITS FOR CLOSE OF THEATERS

IND'P'LIS & EASTERN RAILWAY CO. GREENFIELD LINE. General Offices, Franklin Building.
ALL CARS DEPART FROM MERIDIAN AND GEORGIA STREETS. For Richmond, New Castle and intermediate stations cars leave at 6:55 a. m. and every two hours thereafter until 6:55 p. m. LIMITED trains for Greenfield, Knightstown, Lewisville, Cambridge City and Richmond leave at 8:25 a. m., 12:25 p. m. and 4:25 p. m. Above cars make direct contections for Day-Real estate, unincumbered 533,000.00 ton, Columbus, Newark, Lima, Marion and Cincinnati, O. For Greenfield, Knightstown and Intermediate stations cars leave at 5:55 a. m. and each hour thereafter until 7:55 p. m. and 9:55 p. m. Cars leaving at 8:55 and 11:55 p. m. run only as far as Greenfield.

> a. m. Also arrive at 2:10 p. m. and leave at 3:20 180,886.62 INDIANAPOLIS, COLUMBUS & SOUTH-ERN TRACTION COMPANY.

Through passenger cars leave Pennsylvania and Washington streets for Southport, Greenwood, Whiteland, Franklin, Amity, Edinburg, Taylorsville and Columbus. First car at 6 a. m. and every hour thereafter until 8 p. m. The Combination passenger and express car leaves

RAPID TRANSIT CO. Walting room and station, 47 Kentucky avenue, First car leaves from in front of No. 47 Ken-

In testimony whereof, I hereunto sub- only to Mooresville, and the 8:30 car to Indian-Cars leave Mooresville for Indianapolis and Express car arrives at Indianapolis at 10:46

a. m. and departs at 13:00 m.; also arrives at

For Knightstown, Richmond and intermediate stations cars arrive at 7:15 a. m. and depart at 9:30 a. m. For Greenfield and Intermediate stations cars arrive at 7:15 a. m. and leave at 9:00

last car leaves at 11:15 p. m. At 9 and 10 p. m. cars leave for Franklin and intermediate points Georgia and Mcridian streets for Greenwood only at 9:30 a. m. and 3:30 p. m. INDIANAPOLIS & MARTINSVILLE

tucky avenue for Martinsville and intermediate The 7:30 p. m. car runs only to Mooresville, the

D. E. SHERRICK, Auditor of State. 7 4:46 p. m. and departs at 6:00 p. m.

for the time being.

Deaths.

line.

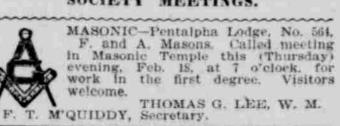
Elizabeth A. Davidson, 1807 West Minnesota Martha A. Hobbs, City Hospital, seventy-three Bessle Leanora Humphrey, 2205 Bellefontaine Helen Gladys Bowman, 1527 North Senate ave-James Danner, City Hospital, sixty-three years, paralysis and exhaustion. Lorene Avery, 4% East Ohio street, five years,

Frederick Ling Hick, Prospect street, Norwood, seventy-seven years, chronic nephritis.

MONUMENTS.

FUNERAL DIRECTORS.

TUTEWILER & SON.



on the Eastern division for the purpose of arresting coal thieves. James A. McNair, ticket agent of the

sylvania road.

erating department of train service are fully 15 per cent. larger than usual for a The heating plant for the Pennsylvania MAIN 'PHONES 675. EXTRA 'PHONES 670. West. The steam from the power plant and packing. 'Phones 725. passes through pipes laid in a conduit leaddriven along overhead and descends through The Lake Shore is so pressed for firemen | outlets about twenty feet apart on each side |

the temperature regulated as desired. President Oscar Murray, of the Baltimore | CHANGE, 61 Fitzgerald building. he will take the position of trainmaster of & Ohio Railroad, yesterday gave an em- BUSINESS CHANCE-Having other business rethe Sandusky and Northern Ohio division | phatic denial of the report that the general shall stay right here, where we are at home and among devoted friends. You may add that, contrary to report the ter- PATENT ATTORNEY-T. R. BELL, mechanical minals of the company are uninjured by the fire. They were not touched. Our loss was on the Central building and on some

> burg since Monday, returning yesterday to PROPOSAL FOR CLOTHING AND EQUIPAGE St. Louis. Regarding the officering of new which contains 250 offices, will house many time, will be furnished by the new supplies of engines and cars, both freight and passenger, which the Wabash and the Wheel-A general manager, in talking of the relation between railroad managers and their employes, said that "the important question to which railroad managers should give their best thought is how the personal loyalty of the men to the road upon which they are employed can be gained. It is not to be supposed that the annual granting of passes to conductors and engineers will produce that result, but it is an indication that consideration is being given to the question. There is no man who is worth anything who does not like to have his personality recognized. One of the severest punishments in connection with the penitentlary is that an inmate ceases to be a man and becomes a number. While not carried venture to say that the order issued by the general manager of the Southern Railway to the effect that all engineers and con-

Thompson Not a Candidate,